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Business Notices.
 Unless You Insist on CARL H. SCHULTZ'S, the only pure and correct Mineral Water, you are taking a risk. CARL H. SCHULTZ'S is the only one to take.

New-York Daily Tribune

SUNDAY, AUGUST 28, 1898.
 THE NEWS THIS MORNING.

FOREIGN.—The steamer Hope arrived at St. John's, N. F., from her trip to Greenland and the Peary expedition. Lieutenant Peary was left at Shear Osborne Fiord, where he will spend the winter. The death rate among citizens and troops in Santiago de Cuba is decreasing. The American postal system is being introduced. General Hains will leave Porto Rico and will be succeeded by General Grant. The constitution for the United States of Central America, which was drafted by the commission, has been approved by the three States until the election is held, in December. The Prince of Wales left his yacht for the first time in a month, he was transferred from the yacht to an invalid chair on a houseboat. Eighteen peasants who sought shelter from a storm in Foggia, Italy, were killed by the collapse of the building.

DOMESTIC.—The President and Mrs. McKinley went to Somerset, Conn., to visit Mrs. McKim, who is recovering from an illness. The Cuban and Porto Rican Evacuation Commissions will sail for their respective fields of duty this week. The former on the Atlantic coast, the latter on the Pacific. Orders for the mustering out of several more volunteer regiments were issued by the War Department. The President promoted many officers in the Regular Army, and the Secretary of War promoted many officers in the National Guard. The President also promoted many officers in the National Guard. The President also promoted many officers in the National Guard.

CITY.—Members of the Merchants' Association, ten tons of delicacies to the sick soldiers of the Regular Army at Camp Wikoff. The torpedo-boat Winslow, on which Ensign Bagley, the first American officer killed in the Spanish-American War, lost his life, was launched at the Navy Yard. The Hudson Bank Gymnasium and Playground, on the Striker estate, at Fifty-third and Eleventh-avenue, was formally opened. Israel Zangwill, the well-known author, arrived on the Cunard steamship Lucania. The Nautilus Boat Club held a successful regatta off Bay Ridge. The bodies of Corporals George L. Immen and H. G. Schuler, of the 10th Regiment, who were killed before Santiago, were brought home by ship. The representative New-York cricket team defeated the Canadian team by 31 runs. Winners at Sheepshead Bay: St. Callisto, Damien, War, and Means. Bright Sweet, St. Lorenzo and Blinde. Stocks were active and lower.

THE WEATHER.—Forecast for to-day: Fair. The temperature yesterday: Highest, 77 degrees; lowest, 70; average, 72½.

Newsdealers in the country are beginning to comprehend the continually increasing demand for The Tribune; but readers can make sure of their paper by ordering from this office. For subscription rates, see opposite page.

THE FETTER OF RED TAPE.

The statement by Major-General Wheeler to a reporter of "The Journal," in which he attempts to place the responsibility for a failure to furnish proper food to the troops at Camp Wikoff upon Commissary-General Egan, and the reply of the latter throw a very curious light upon the methods under which stores and supplies are distributed by the War Department. General Wheeler, it appears, ordered a large number of supplies for the sick and convalescent in the camp, including 5,000 pounds of ham, 200 cases of chicken soup, 10,000 pounds of evaporated apples, a similar amount of peaches, 250 pounds of tea, 50 boxes of lemons, 100 boxes of oranges, and so on. The supplies so ordered were on their way when they were stopped by order of Commissary-General Egan upon the ground that the requisition was in one way or other irregular.

We confess we are unable to discover in General Egan's statement the exact degree or extent of the irregularity; but we have no doubt that the red-tape Brahmins of the War Department chuckled a superior chuckle when they came to pass upon General Wheeler's requisition. Had they ever seen such innocence before? Had anybody ever heard of feeding sick or dying soldiers, except under Paragraph 4, Section 11, General Orders No. 44? Poor "Joe" Wheeler and his blunt and direct ways of ordering supplies would demoralize the service, to be sure, and lead to chaos and the end of things. It would never, never do. In the mean time, we note that the Brahmins aforesaid have neglected to suspend the laws of Nature, for not only are hungry soldiers getting hungrier, sick soldiers sicker, and complaints louder, but the very supplies ordered by General Wheeler and countermanded by General Egan are, according to the statement of the former, spoiling—at least the perishable portion of them. This will, of course, entail a loss upon the Government, but the dignity of Paragraph 4, Section 11, General Orders No. 44 will have been maintained. The fetter of red tape will have scored another triumph, and "Regularity" will once more have been vindicated.

Much of the criticism directed nowadays against the staff bureaus of the War Department, we feel confident, is ill-founded or, at least, unjust, in view of the enormous difficulties that had to be overcome. Some of the attacks upon persons in authority, indeed, are not only ungenerous, but cruel and brutal. The Tribune has been unable, in the light of developments so far, to fix the blame for existing shortcomings upon any one in particular, but it finds no difficulty in believing that the needful privations and sufferings to which the returning Army is being subjected at home are in a large measure due to a system of circumlocution and red tape which stealthily and unobserved has grown up in Washington within thirty years of peace. Under such conditions it is only natural that clerks and chiefs of bureaus, who are fearful of having their tenure of office cut short because there is no work for them, should, and actually do, lie awake nights to devise ways and means for creating work which will justify their retention in office. In this way have grown up systems of checks and control, of audit and accounting, so elaborate

rate, so complicated and so utterly useless as to puzzle and defy every effort of the sporadic reformer to rectify the abuse and arrest the constantly growing evil. Under such a system it is possible that a requisition for fifteen lamps for use in a new wing in a military hospital within sight of the War Department in Washington would be returned after thirty-five days with a request to state the number of lamps now in use. It is such a system which makes the story of the officer who saved the Government thousands of dollars by promptly agreeing to pay \$50 for the use of a tug in putting out a fire, and whose accounts were as a result "held up" because he had failed to advertise for bids, as ordained by the Brahmins, classical, if not, indeed, typical. It is this same system which has made the administration of our little standing Army of 25,000 men the most costly in the world, and we might almost say the most ludicrous.

We are profoundly sorry for General Wheeler and the poor soldiers who are the victims, it seems to us, of this system. Neither can we altogether blame the Commissary-General, who probably has never known any other system, and who, if he has, is no doubt hedged in on all sides by laws, by regulations and by tradition. It would, no doubt, be all very funny were it not so heartrending and pathetic.

A CUBAN VIEW.

It seems desirable to make a brief reply to some points raised in a letter which we print this morning concerning the present situation and future disposition of affairs in Cuba. The letter is from a Cuban resident in this city, and the author writes with natural warmth of feeling. To the general tone of his communication no objection can be made, and with some of his statements we cordially agree, while others appear to us unwarrantable. He alludes, for example, to "absurd rumors which ill-advised correspondents send from time to time." It is quite true that gross misrepresentations of affairs in Cuba have been printed in this country during the last year, some of them to the advantage and some to the discredit of the native population, and especially of the insurgents. But it cannot be admitted that all or most of the statements which have gone into circulation here since the war began, and which have formed the basis of the unfavorable opinion of the intelligence and character and capacity for self-government of the Cubans which now does undoubtedly prevail to a great extent in the United States, have been communicated to the American press by ignorant and unprincipled correspondents. Nearly all of our own special information during the last two months has been supplied by a sagacious, discerning and trustworthy man, who has seen and all that he has described, who went to the island with the expectation of finding far more to commend than to condemn in the character and conduct of the Cubans whom he was to meet, and whose personal observation compelled him to reverse his opinion. Of similarly competent testimony there has been collected and presented a supply which we must regard as ample to justify the disappointment now generally felt in the United States.

It needs to be said plainly that testimony on the other side cannot be accepted with the faith once given to it, for the reason that it proceeds in great measure from sources which have been greatly discredited in the course of events. Thus it is impossible to yield implicit belief to assertions now made by those who last winter were declaring in the most earnest and decisive manner that throughout the eastern part of Cuba taxes were equitably and systematically levied and collected, that justice was regularly administered, that a postal system was in full operation and that all the processes of civilized government were going on to the general satisfaction of a large population. Such representations were deliberately made, and they powerfully affected public opinion in the United States. Indeed, they came exceedingly near involving us in the monstrous blunder of recognizing the Cuban Republic. They are now known to be essentially false. Doubtless there has been misrepresentation of the opposite sort, and it is difficult—indeed, impossible at present—to reach just conclusions concerning many questions of vital interest to both countries. It is for this very reason that judgment is reserved. We do not know that the Cubans are fit for self-government. The general belief indisputably is that they are unfit. Our hope is that they may swiftly succeed in cultivating the qualities essential to the management of their own affairs, if they cannot at once demonstrate their possession of those qualities.

In the mean time there is full sympathy here with the President's determination that the Cubans shall be treated "justly and liberally." That is their due, as it is our obligation. Our present duty is clear, and it is being performed, so far as it is possible to judge, with firmness and discretion. What the future may have in store no man can know or safely predict.

BRIDGES OVER THE HARLEM.

There is a remarkable array of bridges over the Harlem River, and many millions of dollars have been spent upon them. The Washington Bridge is a structure of noble proportions, and it was set up with foresight and with due consideration of the needs of this mighty city for generations to come. It will not require costly repairs or extensive changes for many years. The High Bridge, created in order to bring Croton water to Manhattan Island, was designed with exceptional ability, and put together so strongly and with so much care that it also will remain an enduring monument to the honor of the men who raised its lofty arches. Unfortunately, however, High Bridge is not open to vehicles and general travel; but some time in the future, when New-York has thousands of homes on the Harlem, it will probably be necessary to make such arrangements that general traffic can be carried on across that structure.

Next below High Bridge is a scanty skeleton used solely for the little railroad that takes passengers from One-hundred-and-fifty-fifth-street to the suburbs. Then we come to Macomb's Dam Bridge, which is broader, more ample and convenient than the antiquated mass of lumber which it supplanted. When the approaches to the new spans are completed this bridge will serve the needs of the public well into the twentieth century. Years passed while the labor on Macomb's Dam Bridge was in progress. The tedious delays illustrated the tardy methods of contractors who deal with the city treasury. The contractors took their own time upon that task, as they do on almost all the works of a public sort which they handle. Bitter complaints have been heard over and over again because the new Third Avenue Bridge was erected with so exasperating a waste of time. The contractors appeared to act as if they considered it of no consequence to the people of New-York whether that undertaking was finished in one year or in ten years. The bridges in use at last, but the approaches are still unfinished. Further down the river, below the Second Avenue Bridge, a new span is to go up to connect the eastern part of Harlem with Willis-ave. In the vicinity of the Port Morris railroad yards. The building of this bridge has been authorized by the Legislature, and much public money is to be expended upon it. The new structure ought to be far more spacious than the cramped, narrow and unsatisfactory Madison Avenue Bridge. It was a lamentable error to set up so poor an imitation of what a

useful bridge should be as the Madison Avenue both is to-day. The total of the public funds laid out upon bridges over the Harlem runs far up into large amounts, and upon several of them large amounts have been, if not absolutely squandered, certainly misapplied. No intelligent person doubts that long before the middle of the twentieth century both banks of the Harlem and the whole region stretching from Randall's Island to Spuyten Duyvil Creek will be populated almost as densely as the part of the city below Fifty-ninth-st. is populated now. Many new bridges will be needed within thirty or forty years at most. It is a cause of regret that in the building of most of the bridges over the Harlem the same foresight has not been shown as in the instance of the Washington Bridge. Every span over the Harlem will be early in the next century a thoroughfare for multitudes. Every Harlem bridge ought to be a magnificent structure, dignified and stately, firm and strong as the best work of the Roman builders, majestic and noble as the finest example of bridge construction that can be found in any country.

REMEMBER THE REGULARS.

The returning volunteers are being well remembered by those who a few weeks or months ago bade them a solicitous adieu. They have served their country well, and now deserve tender care that the vicissitudes of the campaign have brought upon them. The earnestness with which friends flock to greet them, and with which not only friends but strangers as well contribute to the gracious task of ministering to their health and comfort, is altogether praiseworthy. We trust, and we doubt not, that it will be maintained until the last one of them is cured of his infirmities and mustered out with a clean bill of health.

But there are others to be remembered, who deserve at least equally well of the Nation, yet whose personal appeal to individual sympathies may not be as strong and as direct. These are the Regulars, the professional soldiers, who were already in the military service of the Nation when the war began. They were ordered to the front. They did effective work. They formed, indeed, the nucleus, the heaven, of the whole Army. They suffered from wounds and disease as much as the volunteers. But they have not so recently gone out from among friends and family. Many of them have been for years exiled to camps and battlefields. There are no loving relatives and sympathetic friends to welcome them and to make special efforts in their behalf. Yet they must not be forgotten.

It is the business of everybody to care for them. That, according to an old saying, means nobody's business. Let it be hoped the saying will this time prove untrue. Every one who greets a returning relative or friend, or makes provision for the welfare of such a one, should bear in mind those stricken and needy braves who have none thus to greet them, and should do his part toward supplying their lack. Volunteers and Regulars fought side by side and suffered side by side. Side by side, too, they should be welcomed, succored and rewarded.

CONTROL OF THE ISTHMIAN CANAL.

"The London Spectator" takes up the question of the Clayton-Bulwer treaty and its bearings upon the proposed Central American canal, which was comprehensively discussed a few days ago by our London correspondent. It agrees with him in deeming the treaty not only ineffective for good, but an actual hindrance to the construction of a canal which is demanded by the interests of both nations, and in reckoning, moreover, that a canal controlled according to the provisions of the treaty might become a serious detriment to both nations. In its conclusions and recommendations "The Spectator" is somewhat more radical than Mr. Ford. He suggested an amendment of the treaty, to bring it into accord with present requirements, while it looks to outright abrogation of the treaty, a demand for which, it thinks, will soon be made by this country. Of that we are not so sure. The suggestion of our correspondent seems the more reasonable and the more probable of fulfillment. No doubt a request for abrogation would be justifiable. If we mistake not, Great Britain long ago, and often more than once or twice, expressed a desire for such action. But amendment would be a pleasanter and easier course, and, we believe, fully as effective.

The treaty in question was undoubtedly well meant on both sides. Its objects were to secure the construction of a canal across the Isthmus, to assure the neutrality of the canal or any other transisthmian route by keeping it under the control of the Central American State or States through whose territory it passed, and to prohibit any infringement of the sovereignty of such States by Great Britain or the United States. Well, in respect to the first it has been a failure. The treaty was concluded nearly fifty years ago, and the canal has not yet been built; and it is recognized that the chief obstacle to the building of it has been the treaty itself. In respect to the second object it has been disregarded by this country in the establishment of American protection and control of the Panama Railroad. And as for the third, Great Britain herself has ignored it without hesitation. Moreover, it is now seen that the second object stated would be altogether undesirable for both the signatory Powers. Under Central American control the canal would not be assuredly neutral. It would be the prey of any strong Power that felt inclined to seize it; so that enforcement of the treaty would defeat its own object. Only by placing it under the control of a Power strong enough to protect it against all comers can the neutrality of the canal be assured; and not only our self-interest but reason and common justice require that Power to be the United States itself.

A convincing illustration of this point has just been furnished in the recent war between the United States and Spain. The Suez Canal was sought to be used as a highway for belligerent navies. Had it been under the control of weak local authorities, one of the belligerent Powers might easily have seized it and prevented the use of it by the other. Being under the control of Great Britain, it was entirely free from possible danger of any such thing. It was at all times as neutral and as securely neutral as the Atlantic Ocean itself. And although Great Britain was commonly regarded as being more in sympathy with the United States than with Spain, the most vehement Spanish partisan could find no ground for impeaching her absolute impartiality. In exactly like manner would the United States control a canal across the Central American Isthmus. No doubt if any nation went to war with us we should close the canal against it, just as Great Britain would close the Suez Canal against any Power with which she was at war, and just as any Power would strive to make the high seas themselves untenable by its adversary. But in any war in which the United States was neutral the canal would be neutral.

What, then, is left of the treaty, since its three objects are unfulfilled? And why not abrogate it altogether? The latter of it is indeed gone, but the spirit, which is more important, remains, and at the present time is roused into newness of life. The treaty is a token of a disposition on the part of the two nations to act in harmony and to maintain an amicable understanding in the matter of the canal. They came to such an understanding fifty years ago, and adopted ways and means which were ill-advised

and which have proved to be impracticable. What is now needed is to maintain the same understanding, and to adopt other ways and means, dictated by experience and seen, in the light of present knowledge, to be workable and efficient. Upon such ground British opinion, as expressed by "The Spectator," and American opinion, the best of which was well set forth in our London correspondent's letter, may readily meet and perfectly agree.

TRANSPORTS FOR THE NAVY.

In the expansion of the Navy, one of the proposals is for the building of troop ships, and a board of experts is now considering the advisability of constructing two of them. In the recent war, the transportation of soldiers was primarily and chiefly in the hands of the War Department, but the Harvard, the Yale and other ships of the Navy were also used for the purpose. In England and other foreign countries transports are a regular part of the Navy, and there seem to be good reasons why this country, when it adopts a settled policy on this subject, should follow the same course.

Under former conditions, the United States had no use for vessels of this class, and when the war with Spain began had to depend wholly on chartering merchant vessels. In the new and better era on which we have now entered there will be almost constant employment for Army transports. For a time, at least, and perhaps for an indefinite period, fresh soldiers will have to be sent to Cuba and the Philippines, and old ones brought back to this country. In Porto Rico a considerable garrison must certainly be kept. There will be recruits to be taken to their commands and discharged soldiers to be returned to their homes, besides the transportation of entire regiments to and fro as they are shifted between home and colonial stations. Some of the ships used in the recent campaigns are to be retained permanently. Of course, they are needed at once, and there is no time for building genuine transports, but these merchant vessels should be regarded as merely temporary expedients. What this country should have is a number of boats constructed to carry soldiers, their equipments and supplies, and for no other purpose.

To take an ordinary steamer, with accommodations for two or three hundred passengers, and to crowd 1,500 men in her for a journey through tropical waters in summer, may be justified by the exigencies of war, but should not be the policy of a rich and enlightened government in times of peace. The horrors of the troop ships sent from Tampa to Cuba in June can hardly be realized. Some of the men were kept on board a fortnight. The bunks, in rows and tiers, were rudely set up in those parts of the hold usually devoted to freight. Of ventilation there was almost none, and the decks did not afford sleeping accommodations for half the soldiers on board. Added to this, only travel rations were served. These consist of coffee, hardtack, cold corned beef and occasionally a few canned tomatoes and beans. There being no adequate cooking facilities, only coffee was served hot, with warm vegetables once in three or four days. This was not only cruel to the men who were going to run the risks of Spanish bullets and wasting fevers for their country, but it impaired their condition. It is true that in the battles which began so soon after the landing, Regulars and volunteers fought as if in perfect physical trim, but the ordeal of the journey on the transports must have left some effects which made the men more susceptible to illness than they would otherwise have been.

Two transports would make a good beginning of such a fleet as is required. They should be built with especial reference to the carrying of soldiers in the tropics. The ventilation of the sleeping quarters should be ample. There should be large refrigerators, if not complete ice plants. Galleys should be provided sufficient for cooking food properly for all on board. Then a whole regiment could be moved in a single ship, and the voyages be made a pleasure and a benefit, instead of a torture and a curse.

The President takes his vacation, too, and no one in all the land has more fully earned it. To-morrow, hail to the gallant list! Let the Nation's metropolis show how it delights to honor the Nation's heroes. From landing-places to armory, all up Broadway and Fifth-ave, let the air be radiant with Stars and Stripes and vocal with applause and cheers. The other day we showed our appreciation of the Navy. Now for the Army, too, no less worthy of our esteem and praise, and none of it more worthy than the tried and true list.

Great Britain and Russia will not fight each other, but will both squeeze China instead. That is probably the best way to settle the case. From Berlin comes notice that in an approaching conference between the six leading European Powers America will be invited to occupy the seventh chair. But we have so spacious a tripod at home that abroad we prefer to stand up for exercise. In the grading and classification of the world's Powers it is not necessary for Europe to assign to us our place. That we shall ourselves determine.

The German Emperor is paying a lot of attention to the mottoes to be placed upon his cannon in his army. In this country we pay more attention to the men behind the guns. The German Arctic expedition in search of Andrée has returned without finding traces of that hapless adventurer. The princes of the powers of the air whose realm he sought to invade have probably done for him, like malign demons as they are, and nothing may ever be heard of him again. His experience will not encourage the future balloonist to seek the Pole by an aerial short-cut, which, as in other cases, sometimes proves to be the longest way around.

Sir Thomas Lipton's graceful gift for the benefit of our sick and wounded soldiers commands the gratitude of every American, and will make some almost sorry for the necessity of beating him in the races for the America's Cup. PERSONAL.

Dr. E. Benjamin Andrews, the new superintendent of Chicago's public schools, slipped quietly into that city the other day, and, going to his office, announced, "My name is Andrews," and called for his mail. At the time of his installation the appearance of the present Pope is thus described by the Abbe Vidier, his biographer: "The new Bishop of Rome is tall and spare, with a grand, patrician air. He has a magnificent head, crowned with white hair, strongly marked features, the aspect of an ascetic, with something marbled in the general appearance of the figure. His face is lighted by a piercing look, and his amiable and paternal smile goes straight to the heart of those whom he addresses. He is a more powerful and more powerful than of Louis IX. The day after his election he was asked why he took the name of Leo, and he replied: 'Because Leo XII was the benefactor of my family, but also

because Leo signifies lion, and the virtue which seems to me the most necessary of all in the force of the lion.' There were three votes cast at his election. At the first he received 17 votes, at the second 35 and at the third 41, or two more than were necessary to his elevation.

Among the passengers on the Umbria yesterday morning was the Rev. Dr. Samuel W. Dunton, of Boston, foreign secretary of the American Baptist Missionary Union. Dr. Dunton, after a brief stay in England, will sail for London. He will be accompanied by a tour of inspection of the Baptist mission stations in the Far East, visiting those of Burma, Bengal, the Madras Presidency, Northern China and Japan, and returning home by the Philippines. He is accompanied by Mrs. Dunton and Miss Dunton. The Doctor expects to be again at his office in Boston about June 1, 1899.

Emile Arton, of Panama notoriety, seems to be undergoing an ameliorated form of punishment for his misdeeds. He was sentenced to serve his term in the Central Prison at Melun. He is, nevertheless, comfortably domiciled in the Hospital of Saint-Louis, Paris, where he has a special chamber and a garden, and where he smokes the best of cigars. The "Autorité" asserts that these favors are due to certain Ministers and Judges in return for the silence which Arton observed concerning their connection with the Panama scandal.

Major John F. Finney, of Pottsville, Penn., who has been appointed Assistant United States Treasurer at Philadelphia, is proprietor of "The Pottsville Miner's Journal," and is identified with many of the industrial enterprises in the Schuylkill Valley. He is about fifty-two years old and a veteran of the Civil War, in which he served with credit.

Sir Casimir Stanislaus Gzowski, K. C. M. G., who died at his home in Toronto, a few days ago, was one of the great men of Canada. He was born in St. Petersburg, March 5, 1831. His father, Count Gzowski, a Polish nobleman, was an officer in the Imperial Guard. When the disastrous rebellion against the tyranny of Constantine broke out young Gzowski, with the patriotism of his race, threw in his lot with the insurgents. He was present at the Polish triumph at Warsaw, and took part in the engagements which followed. He was several times wounded, and when the final catastrophe came the division to which he was attached suffered severely. He was afterwards imprisoned for several months, and was afterwards exiled to the United States. After four years in this country, he returned to Toronto, where he lived up to the time of his death. Sir Casimir was the first president of the Society of Canadian Civil Engineers, and was also the first chairman of the Niagara Falls Park Commission. He was also a member of the Niagara Falls Park Commission. He was also a member of the Niagara Falls Park Commission.

THE TALK OF THE DAY.

Some time ago, in a Tyneside village, the parish doctor called upon a woman for the purpose of vaccinating her infant child. He inquired the date of its birth. "Wee, sor, te tell the truth, An divven knaa," replied the mother; then she added, as a brilliant thought came into her head: "But thorn's yon thing An de knaa—it was born on the sorn day as George Johnson's litter o' pigs!"

Wasn't He Horrid!—Bridle—There's a Frenchman behind us, I'd better tell you this in English. He'll be in the country, could be safer if you were to speak French—Ludly.

A little London girl visiting relatives in the country was sent to a neighbor's for milk. The neighbor's cow had refused to give milk for the time, and the girl was none the less to go. "There is no milk to-day," said the little girl on her return. "No milk," said the aunt. "What is the matter?" "She didn't tell me what was the matter," was the reply; "but I expose the cow ain't laying just now."

A question for the future—"What do you think of this idea of taking possession of the Philippines?" "I can't express myself on it yet," replied the practical politician. "You see, I haven't heard our party leader say anything about it."

A little girl named Peter, at a public school saw his teacher faint and fall. In the general confusion it was impossible to keep so many curious heads cool, and the little ones flocked round the prostrate woman and her sympathizing colleagues. But this small boy kept both his color and his coolness. Standing on a bench and raising his hand, he exclaimed: "Please, your honor, to run home and tell father to come! He makes coffee!"

THE SUMMER GIRL.

She's rather inclined to be pretty. She's rather inclined to be fond of a good time. She's rather inclined to be a vague, undefined. Tender feeling of sweet sisterhood toward the young men who love her. Whenever they ask for her hand. She's rather inclined to think Cupid blind; for, from the time she don't love him. But she is the dear girl can't help it. For she's a natural-born coquette. Rather inclined not to make up her mind. To marry—that is not just yet. A sister should be to each one of them—gone over to the other side. Kind, loving, faithful and true. You rather liked round her finger to wind about—well, say a dozen or two.—Chicago News.

M. André Maurel in an article in the "Figaro" on the children of statesmen, gravely announces that "Dora was the father of Lord Salisbury, the existing Prime Minister of Great Britain. The writer justly adds that the list, if continued, would be terrifying, and closes with the saying of 'Chateaufort': 'Qu'est-ce que les choses de la terre?'

Tommy, there's some jam on your cheek. Tommy (with interest): There isn't any worth eating, is there? (Punch).

Mr. John Burns, M. P., is humorously conscious of the kindly strength of the methods used against Socialism in England. Talking recently with several friends, he said of you to a Socialist on the Continent you find people crying, 'Shoot him down!' In this country they say: 'You want to manage the world, do you? Well, here's a bit of it: try your hand at that.' If he succeeds they give him a bigger bit, and so on, till he is up to his ears in work, and has no time to think about revolutions. Oh, the British people are an artful lot! The difference between Kelt and Saxon, and me, Mr. Burns added, 'is that he wants to turn the world inside out at one point, and he goes on strike if he's not allowed to do it; whereas if I can get what I want a bit at a time I go on working.'

PEARY EXPLORING EXPEDITION.

THE HOPE ARRIVES AT ST. JOHN'S. PEARY REMAINS AT SHEAR OSBORNE FIORD. BORNE FIORD TO SPEND WINTER. St. John's, N. F., Aug. 27.—The steamer Hope arrived here last night from her trip to Greenland with the Peary exploring expedition. After leaving Sydney, C. B., their first landing was at Cape York, where natives were expected to be found. The party was disappointed, however, and all the natives having left.

Without delay the expedition then sailed for Snow Pocket Bay, but here, again, they were disappointed. They then proceeded to Saunders Island, finding the natives there in poor condition. Snowfalls which lasted for weeks had forced the natives to quit their old haunts in quest of food. The natives were delighted to see Lieutenant Peary, and swarmed all over the ship.

The Hope took on board a number of Esquimaux and sailed for Whale Sound, but owing to the heavy ice pack was unable to get in. She came out without serious injury. The party then decided to return to Saunders Island, and spent a fortnight there, during which time sixty walrus and a quantity of seal were obtained.

Then the Hope proceeded for Foulkeford. She met the Windward on the way. The latter is a poor ship for this work, being unable to steam to any advantage. At Foulkeford the Hope parted with Lieutenant Peary and sailed south on the 13th inst., the Windward leaving at the same time for Shear Osborne Fiord, where Peary will make his headquarters during the winter.

PRINCE OF WALES'S CONDITION.

LEAVES HIS YACHT FOR THE FIRST TIME IN A MONTH—TAKEN ASHORE IN AN INVALID CHAIR. London, Aug. 27.—The Prince of Wales to-day made his first landing from the royal yacht Osborne in a month, going ashore at Mount Edgecumbe, Devonport, after elaborate preparations, amid a flurry of excitement among the villagers. A houseboat from the Devonport Dockyard had been fitted with a platform level with the gunwale. This was brought alongside the Osborne and made fast, furnishing a means of egress for the Prince's invalid chair. A carriage from the stables of the Earl of Mount Edgcumbe, whom the Prince visited, was in waiting, and in this His Royal Highness was installed in the most careful manner by four sailors from the yacht.

The Prince drove for two hours, but the horses were never allowed to move at a faster pace than a walk.

THE BRITISH-CHINESE SITUATION.

CONFIRMATION OF THE REPORT OF THE ENGLISH MINISTERS' DEMANDS REGARDING RAILWAY CONCESSIONS. London, Aug. 27.—Authoritative confirmation has been received of the dispatch from Peking to "The Daily Mail" this morning asserting that the relations between the Tsungli-Yamen and Sir Claude Macdonald, the British Minister to China, are strained, and that Sir Claude has intimated that Great Britain will regard as a casus belli any failure on the part of China to observe England's wishes.

It is asserted that the situation between Great Britain and China is acute. Sir Claude Macdonald strenuously insisting that China shall observe her engagements to the British syndicates and demanding satisfactory explanations with regard to the Peking-Hankow Railway. If necessary, the British squadron now assembled at Wei-Hai-Wei will support the British Minister's demands.

Meanwhile, according to the Foreign Office, the negotiations that are being conducted by Sir Charles Scott, the British Ambassador at St. Petersburg, to define the British and Russian spheres of influence, are proceeding in a "perfectly friendly spirit."

MEETINGS OF ARBITRATORS.

INTERNATIONAL COMMISSIONERS IN QUEBEC SAY NO STUMBLING-BLOCKS HAVE AS YET BEEN MET. Quebec, Aug. 27.—Both the American and Canadian branches of the Joint Arbitration Commission were in session to-day. They say that various subjects have been discussed and that no stumbling-blocks have as yet been encountered. Nothing whatever has been revealed as to what subjects have been under consideration.

NEW REPUBLIC'S CONSTITUTION.

COMMISSION APPOINTED TO GOVERN CENTRAL AMERICAN STATES UNTIL ELECTION IS HELD IN DECEMBER. Managua, Nicaragua, Aug. 27.—The members of the convention which has been engaged here in formulating a constitution for the United States of Central America, embracing Salvador, Honduras and Nicaragua, have agreed upon the constitution. Salvador, El Guarre, Salvador, Golikos, Manuel, Colonel and Matez have been appointed commissioners to act as a federal government until the election in December next of a federal president and congressmen, to be installed on March 1, 1899.

OBJECT TO AMERICAN HORSES.

Nantes, France, Aug. 27.—The General Council to-day adopted a resolution declaring that, as the importation of American horses has so increased that it has become a menace to the breeding of French horses, urgent restrictive measures regarding such importation should be taken. A regulation was issued that every horse imported should have its origin branded under its mane.

KILLED IN A THUNDERSTORM.

Foggia, Italy, Aug. 27.—While a heavy thunderstorm was raging yesterday twenty peasants sought shelter in an old house in the suburbs of this city. The building collapsed, and eighteen were killed.

THE BRUIX IS SAFE.

Paris, Aug. 27.—The report that the French armored cruiser Bruix had foundered in the Indian Ocean was without foundation. The Bruix is now at Saigon, capital of French Cochinchina.

SOCIAL AFFAIRS AT NEWPORT.

Newport, R. I., Aug. 27 (Special).—Society people amused themselves to-day in a variety of ways. Mrs. Cornelius Vanderbilt gave a tea afternoon at her residence at Oakdale Farm, her Portsmouth estate, the guests driving out and back in coaches. Mrs. William Grover gave a garden party in honor of Miss McAllister. Mrs. G. B. De Forest entertained at luncheon at Gooseberry Island, John Jacob Astor and G. W. Weid had sailing parties on the steam yacht "Hesperus" and the "Hesperus" sailed at Oakland Farm, her Portsmouth estate, and there was a clambake on the grounds of the Clambake Club, at Easton's Point.